Out of these, 548 Post Offices, 429 Postal Assistants, 325 Postman and 1908 letter boxes were in Allahabad District. During the year 1996, there were 20040 Post Offices, 10962 Postal Assistants, 4735 Postmen and 93529 letter boxes. Out of these 548 Post Offices, 412 Postal Assistants, 332 Postmen and 3237 letter boxes were in the District of Allahabad.

(b) Assessment for staff in Group 'C' and 'D' is being carried out regularly as per programme of review of establishment. It is a continuous process.

(c) and (d). Post Offices are opened on the norm based justification and availability of resources. 34 Extra Departmental Branch Post Offices and 15 Departmental Sub Post Offices have been opened in the State of Uttar Pradesh so far during the current Annual Plan. Apart from these, Panchayat Sanchar Sewa Scheme has been introduced in 1995 with the objective of providing basic postal facilities in villages which do not have a Post Office but where one is justified as per norms. During 1995-96, 249 Panchayat Sanchar Seva Kendras have been sanctioned in the State of Uttar Pradesh.

Amendment in Employees Pension Scheme

1936. SHRI SANAT MEHTA : Will the Minister of LABOUR be pleased to state :

(a) after the issuance of Notification on 28.2.1996 amending the Employees' Pension Scheme, 1995, the number of more employees likely to be benefited; and

(b) the number of applications for exemption were received from Industries under the Scheme and the number out of these were disposed of with in the stipulated time of six months?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Through notification dated 28.2.96, the Employees' Pension Scheme, 1995 has been extended on optional basis to the employees drawing wages exceeding Rs.5000/- p.m. The employees drawing wages even on piece rate basis have been specifically made coverable under the Scheme. At this stage it is not possible to indicate the number of employees likely to benefit with this amendment.

(b) Under the Employees' Pension Scheme, the EPF Organisation is required to scrutinise the applications for grant of exemption and submit the same to the appropriate Govt. alongwith their recommendations for decision. So far, no such application has been received by the Central Govt. from the EPF Organisation.

Derailment of Trains

1937. SHRI JAGAT VIR SINGH DRONA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Shamli-Delhi Passenger train D.M.U.-2 S.D. was derailed on October 6, 1996 between Kasimkhedi and Bawali of Meerut District and a goods train of Central Railway, Manmad-Ahmednagar derailed near Mahadidam on September 4, 1996;

(b) if so, the details thereof;

(c) whether any enquiries have been conducted in this regard;

(d) if so, the findings thereof; and

(e) the precautionary measures taken/proposed to be taken to avoid the recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (d). Details of the two accidents are as under:

(1) On 5.10.96, 9 coaches of 2SD DMU Passenger train derailed between Qasimpur Kheri and Baoli stations of Delhi Division, Northern Railway. An enquiry was conducted by a Committee of Officers and the report of the enquiry committee is awaited.

(2) On 4.9.96, 34 wagons of BPTV TM goods train derailed in Manmad station yard. Enquiry conducted by a Committee of Officers has attributed this derailment to failure of the driver to keep his train under control and entering into the sand hump.

(e) following measures have been taken to improve safety:

(i) The work of track circuiting has been accelerated on the trunk routes and important main lines.

(ii) Modification of the Signalling Circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary warning system for giving advance warning about 'Signals at Danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breakage of axles, RCH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-Visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernished including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

Outlay of Department of Posts

1938. SHRI DINSHA PATEL :
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the approved outlay in respect of Deptt. of Post was far less than the outlay proposed by the Deptt. of Post during the last three years;

(b) if so, the details thereof; and

(c) the details of the schemes suffered due to curtailment/reduced outlay during the period with specific reference to the schemes pertaining to Gujarat State?

MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). Yes, Sir. Approved outlay in respect of Department of Post for the last three years of the 8th Plan was less than outlay proposed by the Department, as seen from details below:-

Year	Proposed Outlay	Approved Outlay
	(Rs. Cr.)	(Rs. Cr.)
1993-94	84.93	67.17
1994-95	119.00	92.00
1995-96	150.96	85.00

(c) 17 Building Projects in Gujarat Circle suffered due to less allotment as per details below :-

Year	Demand	Allotment
	(Rs.)	(Rs.)
1993-94	5,84,20,000	4,32,35,000
1994-95	6,67,55,000	5,17,70,000
1995-96	4,02,74,000	3,45,74,000

Selling of Surplus Railway Land

1939. SHRI SATYAJITSINH D. GAEKWAD :
SHRI DILEEP SANGHANI :

Will the Minister of RAILWAYS be pleased to state:

(a) the surplus railway land sold during the last three years and as on date;

(b) the amount earned therefrom, zone-wise;

(c) the purpose for which this money has since been spent; and

(d) the surplus railway land proposed to be sold during the next two years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Nil, Sir.

(b) to (d). Do not arise.

[Translation]

Construction of over Bridge at Ranchi

1940. SHRI RAM TAHAL CHAUDHARY :Will the Minister of RAILWAYS be pleased to state :

(a) whether the Members of Parliament have requested the Government for construction of over-bridge at Ranchi;

(b) if so, the details thereof; and

(c) the steps taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). The system of replacing busy level crossings by Road Over/ Under bridges is that State Govts. make proposals giving priorities. Railway then consider such of them for inclusion in Works Programme for which the State Govt. have completed the pre-requisite preliminary formalities.

Payment of Compensation

1941. DR. VALLABH BHAI KATHIRIA : Will the Minister of RAILWAYS be pleased to state the amount of compensation paid to Kith and Kin of the persons killed/injured due to train accidents during the last three years?